

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,353 tons.....Captain H. D. Jones.
 "POWAN,"2,338 " " " W. A. Valentine.
 "FATSHAN,"2,260 " " " R. D. Thomas.
 "HANKOW,"3,073 " " " C. V. Lloyd.
 "KINSHAN,"1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 8 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,119 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO. LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"388 tons.....Captain J. Wilcox.
 "NANNING,"559 " " " C. Buckart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shu-Hing, Luk-Po, Luk-To, Lo-Ting, Hau, Tak-Hing, Dohing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

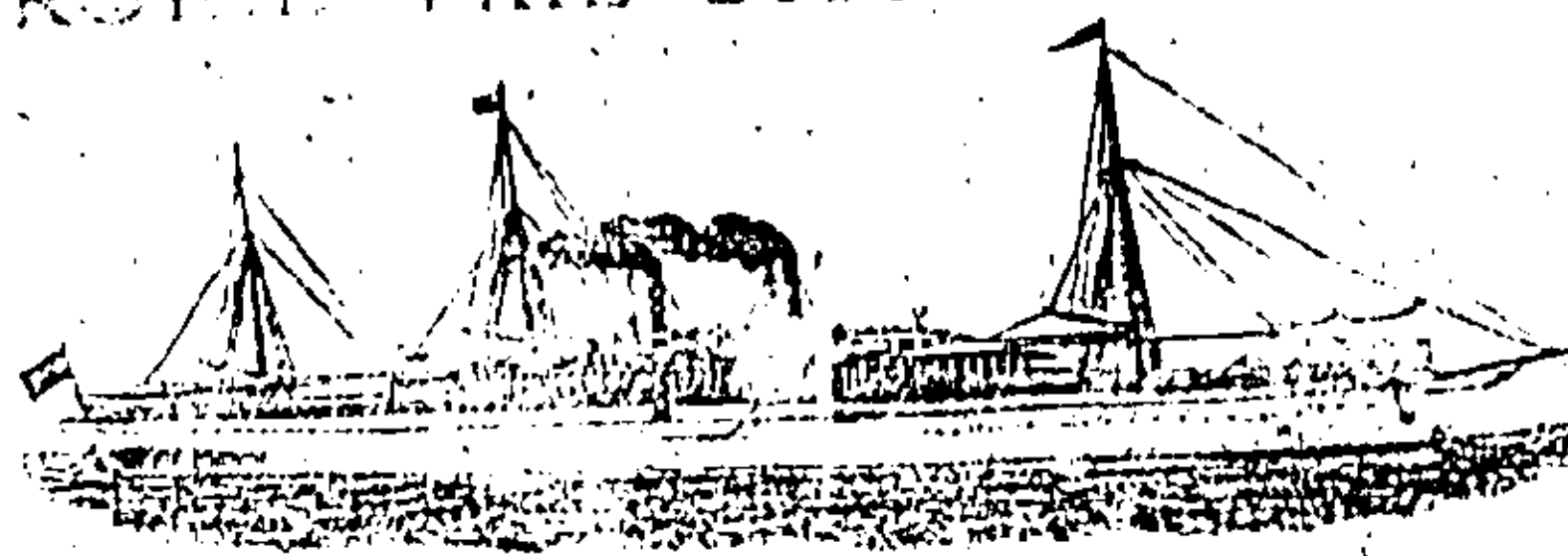
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 18th June, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	5,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPERESS OF JAPAN"	5,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPERESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....\$142 St. Lawrence \$60. Via New York \$62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier. [13]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....T. R. MEAD.

"KWONG TUNG".....1,238.....R. RAMBEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8.30 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—(1st Class single \$2 with cabin \$3.00, return \$3 " " " 5.00.

2nd Class single \$1, return " " " 1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YDEN ON S.S. CO., LD., No. 8, Queen's Road West, Hongkong, 12nd May, 1906. [18]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 1.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 20th inst., inclusive, every Sunday will be an Excursion at the following rates:—1st and 2nd Class, Single, \$2; Return, \$3; 3rd Class, Single, 50 cents; Return, 80 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co. Hongkong, 10th May, 1906. [17]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
ROON.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.

ON WEDNESDAY, the 20th day of June, 1906, at Noon, the Steamship *PREUSSEN*, Captain R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return.....	91. 0. 0.	63. 0. 0.	31. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG.....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return.....	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR.....	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return.....	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON.....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return.....	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND.....	3,302	TUESDAY, 24th July.
WILLEHAD.....	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship *PRINZ WALDEMAR*, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE.....	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY.....	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE.....	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO KOBÉ.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBÉ.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBÉ to HONGKONG.....	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS

ABOUT

SHANGHAI, NAGASAKI, SEYDLITZ.....WEDNESDAY, 20th June.
 KOBÉ & YOKOHAMA
 SHANGHAI, NAGASAKI, BAYERN.....WEDNESDAY, 4th July.
 KOBÉ & YOKOHAMA
 YOKOHAMA & KOBÉ.....PRINZ SIGISMUND.....WEDNESDAY, 4th July.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£61. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th June, 1906.

Estimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX" HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

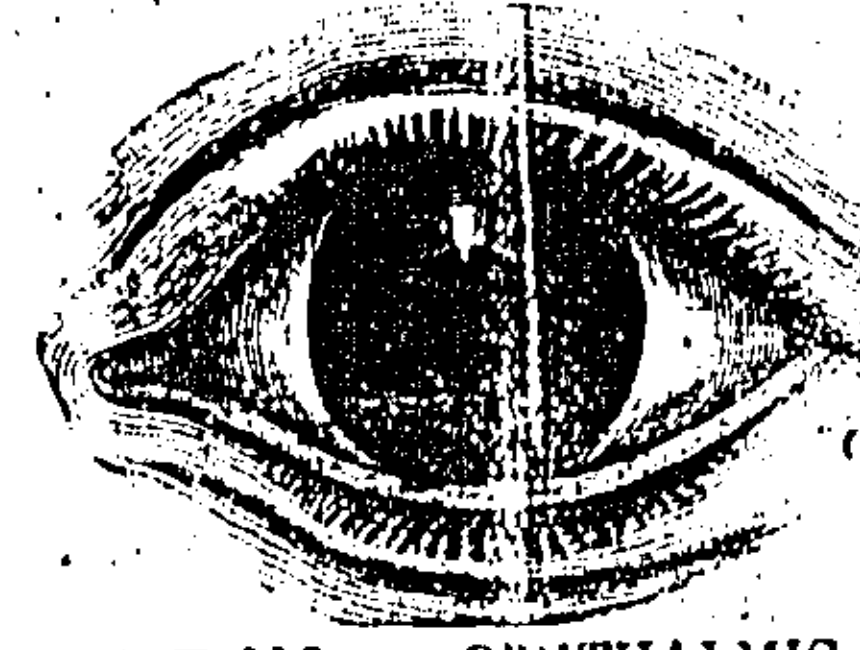
Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 16 lbs. when full. Maximum of simplicity and effect.

[33]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road. Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP.....	JAPAN	Second half June	JAVA PORTS	Second half June
TJILIWONG.....	JAVA	First half July	JAPAN via SHANGHAI	First half July
TJIMAH.....	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.....				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. YOKO BUILDINGS, 1st Floor. Hongkong, 16th June, 1906. [11]

Intimation.

Wm. POWELL, LTD.,

ALEXANDRA BUILDINGS,

Des Vaux Road.

NEW MILLINERY

for
SUMMER WEAR.

SMART,
DAINTY
and
INEXPENSIVE.

All kinds of HEADGEAR

made to order.

FASHIONABLE DRESSMAKING

at
reasonable charges.

CUT,
STYLE
and
FIT
Guaranteed.

A CALL INVITED.

Wm. POWELL, Ltd.,

Drapers, Dressmakers,

Milliners, and Complete

House Furnishers,

Alexandra Buildings,

HONG KONG.

Hongkong, 30th May, 1906

Intimations.

K. A. J. CHOTIRMAL & CO.,

8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. EDWIN DAVEY & SONS, of Allen Street, in the city of Sydney, and Currie Street, in the city of Adelaide, in the Commonwealth of Australia, have, on the 27th day of April, 1906, applied for the Registration of the following Trade Mark:



in the name of EDWIN DAVEY & SONS, who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of Flour in Class 42. Dated the 17th day of May, 1906.

WILKINSON & GRIST, Solicitors for the Applicants.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 11 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 22nd June, 1906. [71]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS.

THEY contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties:— Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE, Hongkong and Kowloon.

Hongkong, 12th June, 1906. [64]

COMMERCIAL.

FREIGHT.

In their circular of 16th inst. Messrs. Lamke and Rogge write:—The past fortnight has been an exceedingly quiet one. Boats, practically of all sizes, have been quite unable to secure paying freights and are perforce being kept idle, adding to the number of steamers already disengaged since some time.

The demand for tonnage to load at Saigon for this port has not been maintained. For several days it has stopped altogether, whilst early during the period under review some steamers managed to secure engagements by accepting lower rates, from 14 cents down to 12 cents per picul. Whilst we write we hear of the fixture of a boat, about 25,000 piculs capacity, to Hongkong 14 cents, optional to Singapore at same rate.

Saigon to other destinations coastwise, demand has been altogether nil, excepting a slight inquiry that is now coming on Philippine ways, to provide, for some few small cargoes, and has just resulted in the fixture of a small carrier, 20,000 piculs only, Saigon to Cebu at 28 cents.

Yongise freights are dead. As for Newchwang, a sudden demand locally for this port and Canton for fairly prompt was filled by the charters of three of the regular liners' boats, usual part cargoes, at 20 and 19 cents.

From N. C. Java to this there have been the first of this season's fixtures for dry and wet sugar. Two steamers have, closed at 28 cents, June loading, both upon guarantees for part cargo only. There is a rumour of the fixture of another somewhat larger boat for later, at a lower rate.

To load a cargo of timber at Rajang for this port, a suitable Norwegian steamer of 740 tons net reg. secured a freight of \$9,000, lump sum.

On basis of monthly charter terms Norw. s.s. Skramstad is reported fixed to the Hamburg-Amerika-Linie for Nicolajefsk trade, 4/1/1 months, prompt, at \$5,000 per month, charterers paying extra insurance.

As concerns coal freights, Hongkong has had a fixture for Saigon, briquettes, \$50 per ton. Nothing done for other destinations it appears. From Moji for Hongkong there has been a fixture at \$1.35, market closes at \$1.75 to \$1.30 nominal.

Moji to Swatow business done at \$1.55. In sail freights there is nothing new to advise. Sail-tonnage Disengaged:—American bark Alla, 1,300 ton reg. Departures of Sailers:—None.

ONCE CURED ALWAYS CURED.

THAT'S HOW
DR. WILLIAMS' PINK PILLS
CURE RHEUMATISM.

HERE IS PROOF FROM BURMA.

Rheumatism is one of the most painful maladies known. The symptoms are severe pains in the joints and muscles, often accompanied by inflammation or swelling. Sometimes the pains shift about from joint to joint and limb to limb. In severe cases the joints become stiff and the patient feels as if partially paralyzed. The cause of Rheumatism is a poisonous acid in the blood. Dr. Williams' Pink Pills have cured thousands of cases of Rheumatism, often in its most severe form. The reason why they are so successful as a remedy for Rheumatism is because their action is on the blood. They drive the poisonous acid out of the body; they purify and strengthen the blood; they make new rich red blood.

Advocate D. Homsuji of Myingyan, Burma, was afflicted for over eight years with Rheumatism in a very bad form. To-day he is well. Dr. Williams' Pink Pills cured him. This is the story as told from his own lips:—

"It was during a visit to Katha in Upper Burma some eight or nine years ago that I first fell sick with Rheumatism," said Advocate Homsuji. "I was then confined to bed for six months. From that time onward the Rheumatism continued to return, and as the Doctors and medicines in Burma failed to cure me I at last went to Bombay to get medical treatment there. But the relief given me by the Bombay doctors was little if anything better than that which I had obtained in Burma; it was only temporary, and I was beginning to despair of ever getting cured when one of my medical advisers in Bombay recommended me to try Dr. Williams' Pink Pills for Pale People. I took his advice and bought some of these Pills. The very first bottle gave me great relief, and after continuing their use for a little while longer I found myself cured.

"During all the years the Rheumatism was in my system I was perpetually suffering, and frequently had to remain in bed. The joints of my arms, fingers and left knee used to get swollen up, and it was with the utmost difficulty that I could write. This state of things also prevented me from taking exercise, and the result was that I had no appetite, and became constipated, dyspeptic and flatulent. Dr. Williams' Pink Pills cured me of all these symptoms as well as of the Rheumatism. It is now six years since Dr. Williams' Pink Pills gave me back my health. My cure, therefore, is a permanent one and I am very thankful for this great blessing."

The testimony of thousands of grateful cured sufferers proves that Dr. Williams' Pink Pills for Pale People, by their beneficial strengthening, healing action on every organ of the body through the blood, cure all Disorders of Digestion, Kidney Diseases, Rheumatism, Early Decay, Paralysis, Locomotor Ataxia, Beri-beri, St. Vitus' Dance, Nervous Complaints generally; Skin Troubles such as Eczema, Scrofula, Boils, Pimples, Rash; as well as the after-effects of Fever, Dysentery, and Chills. The ladies of numberless homes throughout the East in shops where medicines are sold, as well as direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who forward 6 bottles for \$8 or 1 bottle for \$1.50, post free to any address.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 19th June, 1906, at 11 A.M., at their
Sale Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—
PORCELAIN AND GLASS WARE, ENAMELLED WARE, GOODS, TOILET TABLE SETS, COOKING UTENSILS, &c., &c., &c.;
ALSO
80,000 Egyptian Gold-tipped and Plain CIGARETTES in good order and condition.
TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th June, 1906. [650]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,
COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-tung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor Mr. Hereditary Honorary Citizen Anatoly Charlampiewitch Tetjukow of Saigrajewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—
LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Smidt, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Allg. Elec. Comp.).
TRUCKS, &c. (Orestein & Koppel), &c., &c.

All in all the whole plant is very nearly the same as the Factory Kjeksdorph, near Malmo in Sweden. Specifications of the Machines and Accessories as well as any further information may be obtained from—
SIEMSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUBNOFF,
in St. Petersburg, Wassili Ostrow, 4 Linie, Haus No. 5,
as well as from the Auctioneers,
Messrs. HUGHES & HOUGH,
Hongkong, 28th May, 1906. [518]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers. Hongkong, 30th September, 1905. [67]

FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO., 109, Des Vaux Road Central.

Hongkong, 10th April, 1906. [59]

To Let.

TO LET.

"HAYTOR," THE PEAK. Immediate Possession. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIVINGTON TERRACE. FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1906. [72]

TO LET.

No. 15, KNUTSFORD TERRACE, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 27th June, 1905. [73]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each. Apply to—JARDINE, MATHESON & Co. Hongkong, 20th January, 1906. [147]

TO LET.

No. 2, OLD BAILEY.

Apply to—ARRATON V. APCAR & Co., 45, Wyndham Street. Hongkong, 26th April, 1906. [502]

Intimations.

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY in OIL (Bouillers).
ALSO
PASCALL'S ASSORTED SWEETS and TOFFEES.

Hongkong, 12th May, 1906. [61]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

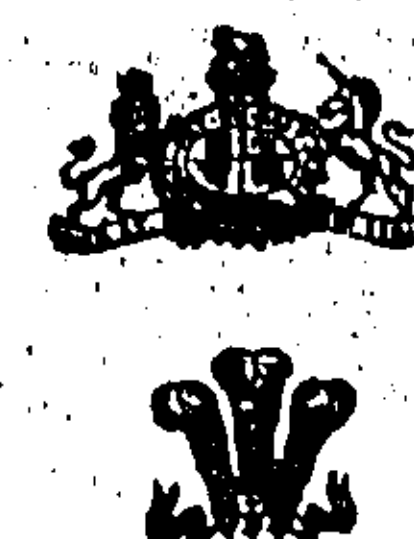
SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 7th March, 1905. [51]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HER THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [62]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

PORT WINE.

Direct Shipments from the COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO (Successors to Donna A. Ferreira).

Monopoly for China of THE WINE GROWERS SUPPLY CO.

Light Tawny (Brown Label) \$10.00 Per Doz. Case
White Tawny (Brown Label) 10.50 " "
Full Wine (Brown Label) 11.00 " "
White Tawny (White Label) 12.00 " "
Medium Tawny (Brown Label) 13.00 " "
Tawny (White Label) 14.00 " "
Tawny, 1887 Vintage, Selected Old Port 15.00 " "
Quinta da Granja, Selected Old Port 20.00 " "
Dry No. 3, Selected Old Port 25.00 " "
Quinta do Porto, Selected Old Port 30.00 " "
Dry No. 2, Selected Old Port 35.00 " "
Dry No. 1, Selected Old Port 50.00 " "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Building, Queen's Road Central,

Hongkong, 3rd July, 1905. [50]

AGE
AND
QUALITY
GUARANTEED.

Watson's

DUNDEE WHISKY.

No. 10.

THE FINEST OLD SCOTCH.

J. WATSON & Co., LTD., DUNDEE.

Sole Hong Kong Agents: WATSON, LTD., 109, DES VAUX ROAD, HONG KONG.

Intimations.

A. S. WATSON & CO.,
LIMITED.

AERATED WATER MANUFACTURERS.

	Per Doz. Inclusive of Bottle.
Soda Water	\$1.75
do. (Bombay bottles)	1.80
Potash, Seltzer and B. P.	1.80
"Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Sarsaparilla	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Bottles returned in good condition are allowed for at the rate of \$1.20 per doz.

SYPHONS.

	Per Doz.
Soda Water	\$19.60
Potash Seltzer and B. P.	19.80
"Soda	19.80
Lithia Water	20.00

\$18 per doz. is allowed on Syphons returned in good condition.

We specially recommend our STONE GINGER BEER which is brewed from the finest Jamaica Root by our own special process.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 9th June, 1906.

POST CARD
COMPETITION.

To all purchasers at our Establishment of \$1 and upwards between June 1st and June 25th will be given a Coupon entitling them to enter the following Competition. The largest number of English words that can be made from "MARIE BRIZARD."

1st Prize:

1 Case Pts. Perinet & Fils
Champagne \$56.50

2nd Prize:

1 Case Royal
Old Highland
Whisky - - 24.00

3rd Prize:

1 Case Macintosh Whisky 10.00

AND

10 CONSOLATION PRIZES.

In the event of ties to be drawn for. All replies to be sent on Post-cards only. Prizes will be distributed the 30th June when all cards may be inspected at our office.

CASH LESS 10%
CREDIT LESS 5%.

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
19, QUEEN'S ROAD CENTRAL.
Hongkong, 19th May, 1906

NOTICE.

Communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

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The rates per quarter and per month, proportionately. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 18, 1906.

A MATTER OF CONVENTION.

An article which is singularly apposite at the present time, when the sweltering heat of summer is at hand, appears in a recent issue of the *Rangoon Gazette* on the subject of tropical clothing, the author being Dr. T. F. Pedley, a well-known practitioner in the chief port of Burma. Dr. Pedley is exceedingly severe on that class of people who prefer to don the garb of a colder climate to that which is best suited to the tropics. He maintains that the wearing of thick, dark-coloured clothing is physiologically wrong and injurious to health. A few years ago it was the general custom to wear white clothes, but convention, and perhaps snobbishness, decreed that the most comfortable apparel for the East was *infatigable*, with the result that the most suitable dress for a tropical climate was declared taboo, and, in Rangoon at least, people are now suffering all the pangs of the nether regions in the attempt to conform with fashion. The Doctor remarks that "men who would wear boating costume in Mark Lane at 75° F. in the shade, here dress in black when it is 95° F. and notwithstanding the fact that our skin does much of the work of our kidneys, we dress in black, unwashable garments evening after evening, the year through." Of course, we are all perfectly well aware that to attempt to masquerade as Esquimaux when the thermometer has risen above the nineties is the height of folly, but the difficulty is to display that fortitude and disregard of fashion which is involved in the adoption of sensible habits, particularly in the matter of attire. The noteworthy fact is that the only offenders against comfort and health are Britons. Those who come from Continental countries, unless they have been led astray by their British friends, are usually to be found wearing garments of white cotton which permits them to perform their daily round of duties with the minimum of discomfort. But the Briton, proud of his self-martyrdom, continues to wear the high collar and tweed clothes of what he is pleased to deem civilised life. A correspondent writing on this subject remarks: "The acquirement of the 'dark suit habit' is one to be deplored quite as much as any other unhealthy practice. In fact, it is a vice little less injurious than drink or drugs. Fortunately, so far, it is chiefly limited to the Britishers whose general madness is as proverbial in Continental Europe as among the people of the East—the dark suit in the tropics is the outward and visible sign of it. No doubt, there was a time when Britons were sane, but then they wore blue paint, now they wear blue serge which is a totally different material. It remains with the Continental Europeans and the Americans to uphold the standards of cleanliness and sartorial sanitation." A curious reason has been adduced for the wearing of clothes which are entirely unsuitable to the Far East when the sun has crossed the line. It is argued that the real instigators of British fatuity in the matter of clothes are the ladies, who demand and secure that the male element shall decorate themselves no matter what medical men and common sense may teach. They look upon the linen collar as the badge of respectability, and the dark coat as the insignia of rank. No matter whether the mere man feels as if he were being slowly grilled in front of a furnace; no matter that his health may be gradually undermined; the unwritten law of conventionality has to be obeyed. Yet the ladies take pains to attire themselves in the raincoat specially adapted to tropical climates, but it may be for that very reason they desire in the sterner sex that contrast which is essential to feminine happiness. Dr. Pedley gives the results of a series of experiments which he carried out with the object of discovering the heat absorbed by tweed clothes as compared with cotton raiment, and the figures are sufficiently striking. It is unnecessary, however, to go into particulars, for all are agreed with the medical fraternity with respect to the proper garb for the sub-tropics. The whole question hinges on the laws of convention, and it is to be feared that it will be many a day before the average man will feel himself sufficiently free to disregard the opinion of his neighbours in everyday life.

LOCAL AND GENERAL.

This English mail of the 19th May was delivered in London on the 16th inst.

THERE was a fair attendance at the 'City Hall' on Saturday night, when the Philharmonic Society gave another of their successful concerts.

MR. F. A. Hazeland fined two coolies \$5 each, at the Police Court this morning, for keeping a common gaming house at 'Ta-tai-mui', and sixteen others \$2 apiece for gambling on the premises, on Saturday.

RETURN of visitors to the 'City Hall' Library and Museum for the week ending the 17th July, 1906.—Library, non-Chinese 335, Chinese 152. Total 487. Museum, non-Chinese 155, Chinese 289. Total 444.

A CHINESE youth was sentenced to fourteen days' hard labour and six hours' stocks by Mr. H. J. Gompertz, at the Police Court this morning, for stealing a basket of scrap iron from H.M.S. *Fane*, on Saturday.

THE operations of salving the battleship *Montague* are considered to demonstrate the wisdom of present naval methods, because they show that such a casualty calls for special treatment and appliances.—*Tokio Asahi*.

JOHN Elliot, fireman, s.s. *Telma* and Wm. Kearns, trimmer, s.s. *Keeman*, were each fined \$2, by Mr. Gompertz, this morning, for behaving in a disorderly manner whilst drunk at Causeway Bay and Queen's Road Central, respectively, on Sunday.

AN appreciable diminution has to be noted in the plague returns. During the two days ended at noon to-day eleven cases occurred: one a European, a Japanese and the rest Chinese. The European was removed from No. 4, Robinson Road, and is under treatment.

REGARDING the Shanghai Municipal Council's levying taxes outside the Settlement, Viceroy Chow Fu has telegraphed to the Waiwupu and asked them to discuss the matter with the British Chargé d'Affaires in order that the latter may instruct the British Consul at Shanghai to arrange in accordance with the Treaty.

Li Cheng, a street loafer, received the full sentence of law, at the hands of Mr. H. J. Gompertz, this morning. He was charged with snatching \$5 in coppers from a servant girl, residing at 55, Causeway Road, in the public street, on Sunday. On pleading guilty, the delinquent was ordered to undergo a term of six weeks' hard labour and six hours' stocks.

JOHN Falvey, seaman, s.s. *Anglo-Canadian*, appeared before Mr. H. J. Gompertz, at the Magistracy this morning, charged at the instance of P. C. Glendinning, with being drunk and disorderly in Des Vaux Road West on Saturday night and refusing to pay vehicle hire. Defendant pleaded guilty, and his Worship fined him \$3, and ordered him to give the coolie fifty cents as compensation.

MR. H. W. Slade, of Messrs. Gilman & Co., prosecuted three sampan men and another, at the Police Court this morning, before Mr. H. J. Gompertz, for stealing eighteen blankets, valued at \$10, the property of the firm, while in the course of transhipment, on the 16th inst. Inspector Gairday appeared for the prosecution. Defendants intimated that they wanted a solicitor and the case was adjourned.

A JAPANESE servant "boy," employed at No. 16, Praya East, was charged this morning, by P. C. Cooper, with being in unlawful possession of weapons, to wit, a cleaver, for unlawful purposes. The Japanese interpreter said defendant was a doctor and that he was drunk on *samshu*. Defendant pleaded guilty, and was fined \$10, and was also bound over in the sum of \$50 to be of good behaviour for three months. The weapon was ordered to be confiscated.

THE June Criminal Sessions opened this morning at the Supreme Court. The first case called was that of Li Sam charged with the manslaughter of a farmer at Pingshan, New Territory, particulars of which have already been published. The Attorney-General, Sir Henry Berkeley, instructed by Mr. G. E. Morrell, of Messrs. Denny and Bowley, prosecuted the prisoner being represented by Mr. H. W. Slade, instructed by Mr. Atkinson, of Messrs. Deacon, Looker and Deacon. The case was still proceeding when we went to press.

LEUNG Pun, engineer, steam launch *Tai Sam* figured in the dock, at the Magistracy this morning, being charged with trespassing in the servants' quarters of the house occupied by the overseer at Lai-chi-kok, on the 17th inst. The Indian watchman said that defendant was found in the kitchen, and when asked his business defendant was alleged to have assaulted the watchman. Sergeant Sims, who prosecuted, said there was no charge of assault. Defendant said he entered the premises to look at the water meter. The police said that the water meter in question is about 50 yards away from the house. The defendant was discharged with a caution.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.50 a.m. the barometer has fallen in Central Japan, and risen over NE. Japan, the E. coast of China and the Philippines. The depression is over W. Japan and progressing slowly Eastwards. Pressure is highest over the China Sea. Moderate SW. winds will prevail in the Formosa Channel and light variable winds over the China Sea. Forecast—Light SW. winds & fine.

THE GOVERNOR OF MACAO.

VISITS SIR MATTHEW NATHAN.

A ROUND OF OFFICIAL AMENITIES.

Few were the Governors of the neighbouring Portuguese settlement, that have ruled the destinies of the Colony of Macao, who enjoyed the same measure of popularity that the present worthy representative of Dom Carlos does with the representative of King Edward VII. in Hongkong, and the high officials of this Colony. The round of visits exchanged by Senhor Martinho de Montenegro yesterday and the cordial reception accorded his Excellency at Government House last evening, amply testify to the fact that, when the Portuguese representative visits this British Colony, the traditional hospitality of the Island is readily extended to him.

Senhor Montenegro was on a return official visit to Sir Matthew Nathan, whose call on the Governor of Macao was recorded in these columns some time since. The Governor journeyed on board the Portuguese gunboat *Rio Lima* and was accompanied by his suite consisting of Baron Cadore, Captain Damiao Meneses and Dr. Gonçalves Pereira. The party was expected to arrive in port at six o'clock in the afternoon of Saturday. Accordingly, Conselheiro A. G. Romano, Consul-General for Portugal in Hongkong, accompanied by his Vice-Consul, Mr. J. J. Leiria, proceeded, in the Hongkong & Whampoa Dock Co's launch No. 1 (kindly placed at their disposal by the chief manager, Mr. W. Wilson), to meet the *Rio Lima*. Her arrival, however, was delayed, and it was not until darkness had set in—at 8.30 p.m. to be precise—that the *Rio Lima* came in sight. The Portuguese consular representatives boarded the vessels and, after the usual exchange of courtesies, conducted Governor Montenegro and his suite to the Hongkong Hotel where accommodation had been previously reserved in a special suite of rooms in the establishment.

During the forenoon yesterday the gubernatorial party elected to stay indoors, the heat of the day probably had much to account for the absence of any desire to venture out on sight-seeing.

At twelve o'clock noon, in company with Consul Romano and Mr. Leiria, the Portuguese Governor made his official call at Government House, where the visitors were received by His Excellency Sir Matthew Nathan in person, attended by Capt. Smith, Capt. Coleman and Mr. R. A. B. Ponsonby, private secretary. The visitors took their leave at 12.15 p.m.

Returning to the Hongkong Hotel, an informal lunch was partaken of, and at 1.15 Conselheiro Romano and Vice-Consul Leiria were the only guests.

The programme for the afternoon was one to call for the exercise of much energy especially in the sweltering heat of the day. As time was short, however, the numerous calls upon Senhor Montenegro's attention had to be met, and he accordingly directed his next visit to the Roman Catholic Mission at "Glenaly" where his Lordship Bishop Pozzoni welcomed the distinguished visitor upon whom Baron Cadore and Mr. Leiria were in attendance. The party took leave of the Prelate shortly after three o'clock, when they proceeded to the residence, at Macdonnell Road, of M. Liebert, the Consul for France, to return that gentleman's call upon the Governor. From Mr. Liebert's the visitors went to Headquarters House, only to be disappointed in the absence of Major-General Villiers Hutton.

By this time a return to the Hotel for tea was contemplated, the rest of the afternoon being subsequently devoted to a ride in the electric tram. The island was thus traversed for its entire length; the journey by tram was undertaken with short, agreeable intermissions from end to end. Governor Montenegro expressed himself in terms of much admiration of the remarkable constructional developments carried out in both the eastern and western suburbs of the island, as well as the activity of the labouring and industrial classes residing in the outskirts. The Quarry Bay Shipbuilding Yard, and the East Point and Taikoo Sugar Works on the eastern end, and the numerous warehouses on the western, were objects of special note and comment. Knowing as we do, the enterprising spirit of the Governor of Macao, what would his Excellency not wish to do for the little Colony under his administration, if the Government of the Portuguese metropolis would but give him unfettered control of the finances of Macao for the many public improvements which the Governor himself is the first to recognise and admit should be carried out to the benefit of the settlement.

The function of the day was the official dinner at Government House. H. E. Senhor Montenegro was, of course, the guest of the evening. There were also to dinner the Right Rev. Joze, Mr. A. G. Romano, Mr. and Mrs. J. J. Leiria, the members of the Executive and Legislative Councils, and all the heads of the Government Departments; in all, over 100 were laid for forty-six. The guests dispersed shortly after eleven o'clock.

A visit to the Peak by the cable tramway is never omitted from the itinerary of any visitor to Hongkong, and Senhor Montenegro was no exception to the rule. Mr. Leiria's services were requisitioned and cheerfully accorded at an early hour this morning. The visit to the Peak was made by the six o'clock tram. A magnificent panorama of the city of Victoria, its picturesque harbour and the mainland was enjoyed in the cool of the morning at the heights. Once on the summit an informal visit was made to Sir Francis Piggott, Chief Justice, at his residence, "The Eyrie," where his Honour was pleased to personally escort his guests over the magnificent grounds on which this ideal summer residence is perched. The night-seers then repaired to the hospitable shelters of "Mountain Lodge" and here they delayed a short while before negotiating the return journey to the Hotel which was reached at 9.30 a.m.

Bishop Pozzoni returned his call at ten this forenoon and, after discussing a topical conversation with his Excellency for half an hour or so, bade him good-bye.

Pleased with the warmth of the reception accorded him and with the numerous novel sights offered by Hongkong, Senhor Montenegro and suite, attended by Consul-General Romano and his vice-consul, embarked on board the *Rio Lima* at one o'clock this afternoon, the tiny craft weighing anchor shortly after and steamed out in the direction of Macao. It should be mentioned that through Mr. W. Wilson's courtesy a fine luncheon of the Dock Co. under his management was again placed at the disposal of the Portuguese visitors, whose appreciation of the courtesy was duly and suitably conveyed to Mr. Wilson.

THE ADMIRALTY DOCKS.

WORKMEN ON STRIKE.

At the Police Court this morning, Mr. H. J. Gompertz, presiding, Walter Daniel, sub-agent, Messrs. Panchard, Lowther and Company, prosecuted three workmen—two stonecutters and a blacksmith—for intimidating and hindering other workmen from working at their lawful trade in the Naval Yard Extension Works, to-day. The defendants denied the charge. Complainant said that on Friday morning last, the masons refused to work and were consequently turned out of the yard. Arrangements were made for other masons to take their place. On Saturday morning the newly-engaged masons attempted to enter the works, but they were met outside the gate by the men who had been dismissed on the previous day and threatened. The defendants were among those who were dismissed. The same thing occurred yesterday and this morning. They required sixty men and only twenty-six could be procured. The police were called in this morning and the three men arrested. It was alleged the first defendant issued a notice to the newly-engaged masons informing them that it would go hard against them if they went to work. A Chinese foreman employed in the Naval Yard said that defendants were amongst those recently discharged. The sub-agent told witness on Friday to go and get new men. Fifty men struck work, but witness could only get twenty-six men to replace them, and even these were afraid to start work. Even witness was warned by the strikers that if he went on getting new men his health would suffer. On Saturday there was a fight between the strikers and the new men, but witness could not swear that defendants were among them.

Walter Daniel, re-called, said he could not identify the defendants as being present during the interference.

A European foreman mason said that among the defendants, he could only recognise the first defendant as interfering with the work of the yard. Witness, continuing, said that when the new men were engaged, the first defendant, who is recognised as "master mason" said he would not let them work.

His Worship held that there was no evidence against the second and third defendants, and discharged them. The first defendant was sentenced to one month's hard labour.

TO MACAO.

THE "HONGKONG" SUNDAY TRIPS.

Macao seems to have an irresistible attraction for Hongkong residents but perhaps much of this love is due to the enterprise of the steamship owners who organise trips to Camoens' Isle. Reference was made last week to the new excursions which had been arranged by the Hongkong, Canton and Macao Steamboat Company, and there is no doubt that the Sunday voyage will be the feature of the present season. It had been anticipated that the first Sunday trip of the *Hongkong* from Hongkong to Macao would prove a success, but few dreamt that half Hongkong—indeed, it seemed as if all Hongkong—was at the wharf—would be anxious to journey to Hongkong's seaside resort. Perhaps the beautiful weather helped people to make up their minds to travel, or it may be that curiosity and cheap fares brought the crowd, but this much is certain, the *Hongkong* had a send off which must have gladdened the heart of Captain Clarke. In the city people were panting and enlivening the heat, but on the water a cool breeze fanned the cheeks of the passengers and the sea was hardly ruffled by the passage of the *Hongkong*, resplendent in new paint and all the conveniences which make travel delightful. It was like a trip to Rockaway Beach or Ostend, where all was pleasure and friendship. The band played selections of music and the company was kept in the best of spirits. Macao was reached shortly after noon and four hours were allowed for the exploration of the Portuguese Colony. It was a very merry and satisfied lot of voyagers that returned to Hongkong in time for dinner. The *Hongkong*'s Sunday trips promise to be the feature of the season.

A RECKLESS INDIAN.

LIVELY TIME AT DOWINGTON.

The sound of four revolver shots following each other in quick succession rang on in the vicinity of Dowington Canal, on Sunday night, a week ago, and was the means of causing a mid-densation among the inhabitants. The shooting affair got to the ears of the police, but it was not until last night that they arrived at an Indian clerk employed at the Army Ordnance Department, and residing at No. 4, Bow Police Station the Indian pleaded guilty, to the charge of discharging firearms, but remarked that he did not possess the revolver that did the "barking," having returned it to his owner. A woman, he said, was at the bottom of the affair. Defendant and a watchman employed at Macao were married to sisters. It was alleged that defendant stole the watchman's wife and brought her to Hongkong. The watchman went to defendant's house to seek his wife last Sunday night and shooting followed, when the watchman made a dash to rescue his wife. The defendant said he was no marksman, for he allowed the woman to be removed from under the muzzle of his revolver the watchman not being touched. He was placed before Mr. Gompertz, at the Magistracy to-day, pleaded guilty, and was fined \$10, and bound over in the sum of \$25 to be of good conduct for three months.

WATER POLO.

A water polo match, the first of the season was played on Saturday, 16th, at Stonecutter Island, between teams representing the Royal Garrison Artillery and "Lusitano" which resulted in a victory to the latter by 8 goals to one. The following represented "Lusitano":—A. Y. Barros (capt.), N. H. Alves, P. M. Remedios, C. M. S. Alves, J. M. Rosa, Pereira, C. F. Ovario and P. L. Rosa (goal).

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

THE DEADLY MINES.

ANOTHER TRANSPORT SUNK.

50 PERSONS MISSING.

[From Our Own Correspondent.]

Shanghai, 18th June,
11.40 a.m.

The Japanese transport *Totomi Maru* struck a floating mine off Homgyong on the coast of Korea.

The transport was so badly damaged that water rushed in before any attempt could be successfully made to save the vessel.

Soon after contact with the deadly mine, the *Totomi Maru* sank.

Fifty persons are missing.

NANCHANG TRAGEDY.

SETTLEMENT IN SIGHT.

TERMS PRACTICALLY THE SAME AS PUBLISHED.

[From Our Own Correspondent.]

Shanghai, 18th June,
2.30 p.m.

Negotiations in connection with the Nanchang tragedy have now reached a stage when it may be considered a final settlement has been arrived at.

An agreement has been framed, and it will be signed within ten days.

The terms of the *modus vivendi* are practically the same as those previously telegraphed.

[The negotiations with regard to the claim made by the French Government in respect of the Nanchang tragedy have occupied some time, but the Waiwupu has shown a clear desire to arrive at terms. Certain proposals were made at the outset of the diplomatic representations, but the French Minister refused to consider them, on account of the fact that the onus of the trouble was laid on the shoulders of the French missionaries. Thereafter, the Waiwupu, acting upon later information, offered to pay an indemnity of 300,000 taels, in payment of the damages done in mission buildings. Apparently that offer which has now been all but accepted. It is to be noted that no compensation is offered for the death of Lacruce, who was one of the victims of the outrage.—Ed. H.K.T.]

[Reuter's.]

The Education Bill.

London, 15th June.

Sir Henry Campbell-Bannerman will move, on Monday, a closure resolution, limiting the Committee proceedings of the Education Bill to sixteen days, dropping the second part of the bill.

Later.

Mr. Balfour has given notice of an amendment to the closure resolution to be moved on Monday, declaring that the House objects to an undue limitation of the measure.

The Natal Insurrection.

It is officially stated that the chief Damabata was killed on the 10th inst.

The Government considers that the rebellion is suppressed and that there is no indication of its spreading.

The Militia and Reserves will be recalled at the earliest opportunity, but a force of 3,000 men will be maintained at the front as a precautionary measure.

Elections.

Mr. Banbury has been elected for the City and Mr. Lyttelton for St. George's unopposed.

The Situation in Russia.

The situation in Russia is most gloomy. The Sevastopol Express arrived at St. Petersburg six hours late, owing to an armed attack on it by 2,000 peasants.

Female Suffragists.

16th June.

A band of suffragists, with shouting and flag-waving, interrupted a meeting at Northampton, presided over by Mr. Asquith and had to be ejected.

Subsequently some Socialist interrupters were also ejected.

SHIPPING AND MAILS.

MAILS DUE.

American (*Manchuria*) 23rd inst.
Canadian (*Montreal*) 27th inst.
Indian (*Lahang*) 29th inst.
Canadian (*Empress of Japan*) 3rd prox.

The N. G. I. S. S. Co's s.s. *Ichia* left Bombay for this port yesterday, and may be expected here on 6th prox.

The N. Y. K. European Line s.s. *Taishu Maru* left Kobe for this port via Moji and Shanghai on 16th inst., and is expected here on 25th inst. The Imperial German Mail s.s. *Seydlitz* carrying the German Mails with dates from Berlin of the 22nd ult., left Singapore on 16th inst., at 8 a.m., and may be expected here on 20th inst., at 12 noon.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

KOWLOON-CANTON RAILWAY.

AGREEMENT SIGNED.

BY THE CHINESE GOVERNMENT.

[From Our Own Correspondent.]

Shanghai, 18th June, 11.40 a.m.

The Peking Government has signed the agreement for the construction of the Kowloon-Canton Railway.

[Reuter's.]

The Attack on British Officers in Egypt.

LONDON, 15th June. It is believed that the Tanta affair was due to the officers damaging the crops of the villagers, and was not political.

The Tinned Meat Scandal.

President Roosevelt entirely disapproves of the House Committee's Meat Inspection Bill, as being quite inadequate.

The Naval Manoeuvres.

The British naval manoeuvres are proceeding most actively.

Two liners have been captured.

The invaders early in the morning attacked Plymouth and Portsmouth, destroyers attempting to force an entrance.

The attack on Portsmouth was repulsed, but the battle off Plymouth is still proceeding.

THE "LOONG WO" TRIAL TRIP.

DOCK CO.'S ACHIEVEMENT.

A most successful trip was that made by the s.s. *Loong Wo*, the latest steamer built by the Hongkong and Whampoa Dock Co., Ltd., for the Yangtze River trade. Some eighty guests were present, and all were full of expressions of applause at the latest development of the powers of the Dock Co. in turning out such a fine boat. Over the measured mile she acquired an average speed of 13 knots on four trials, two with and two against the tide. The trial trips over, lunch was served in the handsomely upholstered saloon, after which Messrs. Dickson, Wilson and Sinclair made short speeches in praise of the achievement of the Dock Company. A full report of the proceedings will appear in our issue to-morrow.

LAWN TENNIS CHAMPIONSHIP.

VEGETARIAN VS. BEEFEATER.

Beans and beefsteak have very little apparent connection with each other, except when on the plate and eaten together. Yet the bean and beefsteak combination has caused a good deal of speculation in the athletic world at home. It all arose from Mr. Eustace Miles (England) beating Mr. Jay Gould (America) by three sets to one in the match at Queen's Club for the amateur tennis championship. The real interest in the match centred round the fact that Mr. Miles lives on beans and Mr. Gould on beefsteak, in other words it was a case of vegetarianism against the other and more common mode of living. The pace is described as having been tremendous throughout, but Miles possessed the vegetarian stamina and he carried off the match. At least this is how the vegetarians put it—despite the fact that there is just a possibility he was a considerably better player, as well as a bean-eater. To our mind, says the *Eastern Daily Mail*, the question whether the vegetarian has any real advantage over the meat-eater, in athletic exercises, is a point that can only be settled when vegetarians are far more common than they are at the present day, for then there will be the opportunity of putting a collective body of vegetarians against a collective body of the other kind, and a much more trustworthy test will be possible. The vegetarian in this Colony is not likely to survive the ordeal long; we fancy he would have a poor time of it. It is bad enough to have to get through some of our meals with meat included, but the vegetarian which is not saying that people here do not eat too much meat. To our thinking they do, because they have no really wholesome vegetable supply. But as regards its influence on athleticism, vegetarianism has got a good deal to teach us yet; and though there have been great rejoicings in quarters where vegetarians congregate over the victory of Eustace Miles, who has been literally "built on beans," we prefer to think that there are still advantages on the side of the meat-eater which will be sufficient even to produce a tennis player who will beat Mr. Miles—nonwithstanding his beans. We should not be at all surprised to see him yet get "beans" at the hands of a "beef-eater."

ANOTHER MARINE MINE CALAMITOUS.

That the danger of mines (marine not terrestrial) is not yet over, says the *Hankow Daily News* of 8th inst., is evinced by the fact that a Russian steamer, the *Knays Goshakoff*, some five or six days ago struck one of these floating mines in the neighbourhood of Vladivostok and after a short while sank. The officers and crew were saved and Captain Oshling of the steamer *Hermann Lereh*, now in this port, will pick them up in Shanghai on his way home to Odessa.

Captain Oshling gives it as his opinion that this is not the last that will be heard of mines by any means. An ever-increasing danger is becoming apparent; the anchor chains, holding the mines, have had time to rust through and the mines, in this manner released, are rapidly increasing in number. The *Hermann Lereh*, herself, when some 100 miles from Vladivostok, passed one of these dangerous objects at quite a short distance. Since the loss of the *Knays Goshakoff*, insurance on Vladivostok cargo has advanced 3 1/2%.

SATURDAY'S GYMKHANA.

THIRD MEETING.

A fairly good attendance, considering the excessive heat, witnessed the third gymkhana of the season on Saturday afternoon last. The racing on the whole was very interesting, though very small dividends, except in the last race, were the order of the afternoon.

H. E. the Governor Sir Matthew Nathan arrived on the scene in time to witness the first event, and appeared to thoroughly enjoy the whole of the programme, while the West Kents Band played some pretty selections.

Mr. G. C. Master had a field day. He had four mounts during the afternoon and was first on three occasions, and a very close second on the other.

The strong sun which shone down appeared to be very trying to the jockeys, who used divers means to protect themselves from the direct rays. One had a red silk handkerchief folded under his cap and fluttering in the breeze, whilst others had bamboo or plantain leaves, the remainder going to the post with sun-hats and discarding them on arrival there.

ONE MILE AND A QUARTER FLAT RACE HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. First prize, a cup presented by Mr. J. Gray Scott; second prize, \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston (late Ros-thern), 1st 11 lb. Mr. Master 1

Mr. C. G. Mackie's The Quail, 1st 11 lb. Mr. Master 1

Hon. Mr. W. J. Gresson's Ionic, 2nd 11 lb. Mr. Gresson 3

Mr. D. Macdonald's Highland Gilie (late Ardul), 3rd 11 lb. Mr. Gegg 0

Mr. Ottery's Red Herring, 4th 11 lb. Mr. Deacon 0

This, the first event, brought out a field of five ponies to face the starter, who, by the way, should receive great praise as his efforts in every case were entirely successful, and his method of procedure, viz., making the field start at a walk toward him and not allowing any cantering or trotting, defeated any well-meant attempts "to beat the starter." Off to a good start, Red Herring in the van and Highland Gilie hard held, in second place. This order was maintained until the Black Rock was negotiated, when they were passed by Preston, Ionic and The Quail. Turning into the straight for home Rosthern led on the rails, with The Quail in close attendance, and the judge's box was passed in the following order: Rosthern, Quail, Ionic, Highland Gilie, pressing hard for a place.

The time was 2 min. 42 1/5 sec.

Parimutuel: \$9.70.

LEMON CUTTING. Competitors galloped past two posts, on each of which hung a lemon or potato. At first post competitors had to execute the forward cut level with shoulder, and at the second post the back cut level with shoulder. Points were awarded as follows: 3 for a cut lemon, 1 for a cut potato. First prize presented by Mr. C. H. Ross; second prize, \$25. Entrance fee, \$3.

Lieut. Belgrave (nom.) 18 pts.

Mr. Dupree (nom.) 15 pts.

Mr. W. H. Logan (nom.) 13 pts.

The others who entered were: Messrs. A. C. Hynes, W. J. Gresson, J. E. Gresson and Stewart. The event was very amusing, considering that some of the competitors imagined they were in for a "tree-felling" game.

GYMKHANA CLUB CHALLENGE CUP.—Distance, one mile.—Value to be declared when cup is purchased. For all China ponies. Catch weights at 10 lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$3 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of season a cup, value \$100, will be presented to the owner of the pony obtaining the record highest number of marks.

Mr. G. K. Hall-Brutton's Kingston (late Exchange King), 1st 11 lb. Mr. Master 1

*Mr. W. G. Clarke's Pathan, 2nd 11 lb. Mr. Clarke 2

(1 lb. o.w.) Hon. Mr. W. J. Gresson's Ionic, 3rd 11 lb. Mr. Gresson 3

Father O'Flynn's The Jobber, 4th 11 lb. Mr. J. E. Gresson 0

Mr. D. Macdonald's Highland Gilie (late Ardul), 5th 11 lb. Mr. Gegg 0

The big race of the meeting, as was thoroughly anticipated, proved a very tame affair, the only surprise being Ionic who ran dead heat with Pathan, for second place. Again the field got well away, but Kingston and Pathan were out for blood, and raced each other from the start until the last quarter-mile post was reached. From this point, in fact from all points, Kingston had Pathan stone cold, and won without being hard pressed, in the fair time of 2 min. 08 2/5 sec. Parimutuel: \$7.10.

LADIES' NOMINATION.—Each lady will be provided with 3 polo balls. Ladies to stand on the mud course, gentlemen (dis-mounted) on the grass course. Ponies may be held by mags. On the word "go" ladies will throw polo balls to gentlemen and as soon as a competitor has secured three, he can mount and ride to a point indicated and deposit polo balls in a basket. First past the post with three balls in basket to win. Polo balls must be carried in the hands, pockets, &c., may not be used. First and second prizes presented by the Club. Entrance fee \$3.

Mr. Dupree (nom. by Miss Brutton) 1

Capt. Smith (nom. by Mrs. Wise) 3

Lieut. Belgrave (nom. by Mrs. Aiken) 3

This proved a very uninteresting event. Mr. R. F. C. Master was the first to be home, but as he did not abide by the rules he was considered "disqualified." Mr. Mackie, who was nominated by Mrs. Hall-Brutton, had very hard luck. His companion threw the balls in anything but the right direction, consequently when he succeeded in gathering them up again, the race was over.

THREE QUARTERS OF A MILE FLAT RACE.

For Hongkong and China subscription griffin of any sex. Weight for inches as per scale. Previous winners at this season's gymkhana barred. Winners of an official race to carry 7 lb. extra. "Off-day" winners at Hongkong or Shanghai to carry 3 lb. extra. Unplaced ponies in an official race allowed 5 lb. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by Mr. D. Macdonald; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. W. G. Clarke's Lashmere (late Four-mekland), 1st 11 lb. Mr. Clarke 1

Mr. Ottery's Red Herring, 2nd 11 lb. Mr. Master 2

Mr. Henchman's Diadem, 3rd 11 lb. Mr. Gresson 3

Mr. Hickloff's Roscommon, 4th 11 lb. Mr. Hickman 0

Mr. A. C. Hynes' Ingot, 5th 11 lb. Mr. Dupree 0

Again a field of five—which seemed to be the ruling number of the day—went out to contest this event. Lashmere, late Fourmekland, who won the Subscription Griffin Plate in Shanghai very easily and was very close up in two other races, was a pronounced favourite, though Geof. Master on Red Herring had a good following. After two false starts, the ponies got away, with the exception of Lashmere, who was slightly left. Diadem took the lead and ran strongly to the Black Rock, where he was passed by Red Herring and Lashmere, who had by this time worked himself well to the front. From this point these were the only two ponies in the race and Lashmere in a well-contested finish won by three-quarters of a length, the others being hopelessly tailed off.

Time: 1 min. 35 1/5 sec.

Parimutuel: \$8.

HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights at 10 lb. Winners of hurdle race at first and second gymkhana to carry 5 lb. extra. Entrance fee \$5. 1st prize: A cup presented by Mr. G. C. Master; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston (late Ros-thern), 1st 8 lb. Mr. Master 1

Hon. Mr. W. J. Gresson's Eager (late O what a screw), 2nd 8 lb. Lieut. Joslin 2

Hon. Mr. W. J. Gresson's Mamodeen, 3rd 8 lb. Mr. Dupree 3

Mr. W. J. Daniel's Baluchi, 4th 8 lb. Mr. Gresson 0

Mr. C. G. Mackie's The Quail, 5th 11 lb. Mr. Mackie 0

The hurdle race brought out a bigger field than is customary for this race, five ponies starting, with at least three well backed. The Quail was made favourite on his previous performance. A good start was effected, but as usual the field rapidly strung out. Passing the judge's box the order was: Eager, jumping splendidly; The Quail, going easily, and the others a long way behind, the ultimate winner Preston being many lengths behind them all. At the three-quarter mile hurdle The Quail hit the hurdle very badly and turned a complete somersault, the rider, happily, falling quite clear of the animal. He luckily remounted and finished the course. Eager continued his lead by many lengths until turning into the straight for home when Mamodeen and Preston came up. The latter pony and Eager flying the last hurdle together. Preston now had the measure of his opponent and won comfortably.

Parimutuel: \$21.20.

CLAIM FOR WAGES.

WRIT OF EXECUTION ISSUED.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, an action was brought by J. F. Saavedra against Dr. McLaughlin and Company for the recovery of \$340.20, being salary due to the plaintiff from February to April. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, the defendant being represented by Mr. C. F. Dixon, in the office of Mr. John Hastings. A Chinaman, by name Wong Bo See, appeared in Court and said he was a partner in the firm of McLaughlin & Co. Mr. Grist proved his case, and his Honour gave judgment for plaintiff with costs, also issuing a writ of execution against Wong Bo See.

STEALING TRAM TICKETS.

FULL PENALTY IMPOSED.

Leung Kit, a conductor, employed by the Tramcar Company, was charged before Mr. F. A. Hazledine, at the Magistracy this morning, at the instance of Inspector Gourlay, with stealing, on Saturday last, 10 tickets, valued at \$5, the property of the Company. The defendant denied the charge, averring that he did not know the tickets were in his box. Evidence was heard to the effect that at noon on Saturday when fresh conductors came to relieve the others, No. 27 discovered, on examining a box of tickets, that 10 were missing. He mentioned the loss to the accused, who remarked: "What's the good of making a fuss. Get another box." This No. 27 did, and nothing was said until Conductor 58 picked up the box of tickets which 27 had recently discarded, and discovering the loss, made a report to the traffic superintendent. The matter was investigated and the missing 10 tickets were discovered in defendant's box. Inspector Gourlay informed the Court that the recent sentences did not appear to have had any effect on the conductors, and he asked that the full penalty be inflicted. His Worship concurred, and said that there was no doubt that defendant stole the tickets from another box and placed them in his for the sole purpose of making a profit and defrauding the Company. He would go to gaol for six months with hard labour, and be exposed in the stocks for six hours.

At the middle of last year the Registrar-General estimates that the population of England and Wales was 34,152,977, and of London 4,847,704. The census figures in 1901 were 32,527,843 and 4,536,429. Marriages are most frequent in the July, August and September quarter.

THE OPEN DOOR IN MANCHURIA.

THE VISIT OF SHANGHAI MERCHANTS.

On the 17th of last month, four Shanghai merchants, Messrs. C. W. Wrightson, H. de Gray, L. Midwood, and J. R. Patterson, left by the C. E. and M. S. Kwangping for Chinwangtao, as a starting point for a brief tour of investigation in Manchuria. In an unofficial way they had determined, as far as possible in the time and circumstances at their disposal, to ascertain the causes of the present difficulty of carrying on trade with Manchuria, and to learn whether or not the Japanese are making unfair use of their military occupation to place restriction in the way of the traders of other nations. The British Commercial Attaché had already been sent to Newchwang on an official visit having the same object in view, but considerable doubt has been expressed as to the value of what he saw or was shown in an official way. According to the *N. C. D. News* of 12th inst. the four representatives of Shanghai trade returned to Shanghai on Saturday, arriving from Hankow, which they had reached overland from Peking, and in the course of an interview to a representative of that paper, Mr. Wrightson gave some of the impressions and conclusion at which he and his fellow-travellers had arrived.

The itinerary shows that the party, travelled by rail from Chinwangtao to Yingkou (Newchwang), where they remained two days, thence proceeded by rail to Liaoyang and after a day's delay on to Mukden, where the stay was somewhat longer. From Mukden they travelled overland in carts a distance of forty miles to Hsinmintun and from this point the railway brought them back to Peking and Hankow.

Of Manchuria as a country Mr. Wrightson speaks most enthusiastically. "A second Manitoba, or what I imagine Manitoba to be," he described it, a country therefore of vast commercial possibilities.

"And your inquiries?"

"We were everywhere received with the greatest courtesy by the Japanese civil and military officials, and every facility was afforded us in making our investigations. There was still some difficulty in the ordinary way of foreigners travelling in the interior and to Mukden, but we were fortified by passports from Tokio, which immediately gained us every civility and assistance from the Administrator at Newchwang. We did not, however, confine our inquiries to Japanese officials but interviewed as many as we could of the leading native merchants."

"To what conclusions did you come?"

"After a most comprehensive inquiry it is most difficult, if not impossible, to offer any satisfactory evidence to substantiate the theory that the Japanese Government, through the instrumentality of either its military or civil authorities, is at present purposely interfering with or placing any obstacles in the path of other nations for the industrial exploitation of this important part of the Chinese Empire. The absence of demand from this large, fertile, and thickly-populated province, which is not only being felt in the cotton piece-goods trade but in other commodities, is directly and principally attributable to the disorganised condition, both financial and commercial, of this district, a vast area of which, it must be remembered, was practically laid waste by both armies in their recent struggle. That crops were destroyed and entire villages devastated cannot be questioned, and ocular demonstration of the havoc wrought during the war is still obtainable. The Chinese are, however, sustaining their reputation for rapid recuperation, the natives having returned to their usual villages or towns, and the work of rehabilitation is progressing as favourably and quickly as can be expected. Their homes are, however, in some cases, under reconstruction, and the crops, it must be noted, are still to be harvested. That a large sum of money has been expended during the past few years by both Russians and Japanese cannot be contradicted, but that a small percentage of this amount has as yet reached the merchant classes is also generally conceded. It is fair to presume that adventurers and coolie classes have been the principal beneficiaries. It must not be forgotten that the territory of which we are speaking was the seat of a big and disastrous war, and that less than eight months have elapsed since a Treaty of Peace was signed. If I mistake not, a similar condition of affairs existed subsequent to the hostilities in South Africa, when it will be recalled, heavy losses were sustained by over-confident traders who over-purchased in anticipation of a demand, which materialised only after a long delay. The disruption of transportation facilities by the commandeering of both native junks and carts, for military purposes, and the partial destruction of the railway line from Port Arthur to Mukden are also important factors that must be recognised from a trade point of view. The recovery must necessarily be gradual, and while it is true trains are now running between the points named, it is not reasonable to suppose that these were available until quite recently for trade purposes. Patience must therefore be the watchword of those materially interested in this question, and it is my confident belief that a revival of trade on a much larger scale than has hitherto been witnessed will be the final result."

Another very important point on which Mr. Wrightson dwelt with special emphasis was that the stock of cotton piece-goods, to which the party devoted particular attention, was not found to be more than normal either at the distributing point of Newchwang or in the interior consuming centres. Very exhaustive inquiries on this point were made among the larger dealers and smaller shopkeepers throughout the country traversed as well as in Newchwang, Liaoyang, and Mukden.

"Your journey has removed a good many wrong impressions from your mind?"

"Unquestionably. The Japanese would be more than human if they did not make use of their advantages from being in military possession, and they still have 40,000 troops in Lower

Manchuria. It remains to be seen whether they will be able to withdraw from their occupation in the eighteen months allowed by the Treaty of Peace, and that partly depends on Russia. While the Russians are in occupation of Northern Manchuria the Japanese will certainly not withdraw completely from the South. Partly as a result of this the financial system in Manchuria is very unsatisfactory and leaves much to be desired. The circulation of war notes by the Japanese Government to the extent of about Yen 200,000,000 while increasing the wealth of the provinces will naturally tend to divert trade to their own country, more especially while this issue continues at any discount from local currency. The Chinese Government are tardy in introducing their goods throughout Manchuria and the Japanese will become strongly entrenched the longer the province remains under their control. The Powers should therefore be urged, through the usual channels, to use their good offices in expediting the time when the Chinese will assume jurisdiction, and also in concluding arrangements whereby the important port of Dalny, through which the Japanese Stations are now bringing in their goods, not only free of import duty but free of all like charges to any point in the interior where transportation can be effected by rail, will be placed on a basis similar to the port of Tsingtau, viz.—open to the trade of all nations, and a Chinese Customs station established for the purpose of collecting the customary duties on the goods passing out of Dalny into Manchuria. The renewal or construction of the railway bridge over the Liao River, in the neighbourhood of Hsinmintun, which now seriously interferes with the large junk traffic over this waterway is a matter requiring immediate attention, and seems so reasonable that it cannot be doubted the Japanese Government will promptly instruct the Military Administration to remedy the difficulty beyond further complaint.

"After all the people best able to judge of the future trade prospects of Manchuria are the merchants at Newchwang, and these Mr. Wrightson and his party found to be practically unanimous in opinion that, in addition to the causes already named, the trade of the port is seriously affected by the disorganisation of the usual railway transportation between Tieling and Kuchengzhe, the latter a very important distributing centre, now in the hands of the Russians. About 40 miles of the line have been torn up, but is now being relaid. The Northern portion of the line is still in possession of the Russians who are said to be charging arbitrary rates for the purpose of forcing the trade of Kuchengzhe through Vladivostok. Thus it is not only the Japanese who are taking advantage of the special circumstances of the time, and if Dalny needs careful watching with one eye, Vladivostok should occupy the Shanghai merchant's other eye."

As a parting word Mr. Wrightson said he had reliable information that since he and his friends left Newchwang a satisfactory adjustment had been made in connection with the failure of a native bank, a financial misadventure which had involved \$400,000. Also that approximately the equivalent of Ts. 1,000,000 has lately been remitted to Shanghai by local merchants or bankers. "These reports, if true," he remarked, "are significant and will necessarily inspire confidence."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	12.30 P.M.
London—Bank T.T.	21 5/16
Do Demand	21 1/2
Do 4 months sight	21 1/2
France—Bank T.T.	265 1/2
Do Demand	265 1/2
Do 4 months sight	265 1/2
Germany—Bank T.T.	216
Do Demand	216
Do 4 months sight	216
India—Bank T.T.	158 1/2
Do Demand	158 1/2
Do 4 months sight	158 1/2
Singapore—Bank T.T.	12 1/2
Do Demand	12 1/2
Do 4 months sight	12 1/2
Japan—Bank T.T.	103 1/2
Do Demand	103 1/2
Do 4 months sight	103 1/2
Perpetual	127 1/2
6 months sight L/C	21 1/2
6 months sight L/C	21 1/2
10 days sight San Francisco & New York	51 1/2
10 days sight do	52 1/2
10 days sight Sydney and Melbourne	52 1/2
10 days sight France	270 1/2
10 days sight Germany	271 1/2
10 days sight India	271 1/2
Bank of England rate	20 1/2
Sovereign	94 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows.	Per picul
Malwa New	@ 900/920
" Old	@ 940/1,000
" Older	@ —
" Oldest	@ —
Patna New	@ 862 1/2
" Old	@ 840
" Older	@ 797 1/2
" Oldest	@ 797 1/2
Persian (Paper)	@ —

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (TUESDAY), the 19th June, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, ONE GRAND PIANO, By Collard & Collard, London; AND 30 FIELD GLASSES, by Chevalier, Paris. HUGHES & HOUGH, Auctioneers. Hongkong, 18th June, 1906. (655)

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship

"GLENESK," Captain J. Rafferty, will be despatched as above, on or about the 19th July.

For Freight and Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 18th June, 1906. (653)

Intimations.

A SMALL SELECTION

FROM THE

ROBINSON PIANO Co.'s

Stock of

GRAMOPHONE RECORDS.

DAN LENO'S inimitable Comic Pattern: The Huntsman, Who does the house belong to, Going to the Races, The shopwalker, The Muffin man, Mrs. Kelly, McGloche's men.

HARRY LAUDER'S Famous Scotch Comic Songs: Killiecrankie, Referee, Stop your Ticking Jock, I'm fu the noo, She is my Daisy, Mister John Mackay.

GEO. ROBNEY. Prehistoric men, Poor thing, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' Trial by Jury, Topsy Turvy, For Thee.

LOUIS BRADFIELD and FARROA in songs from all the latest operas.

ANDREW BLACK. Annie Laurie, Piper O'Dundee, Land o' the Leal, MacGregor's Gathering, Banks of Allen Water, March of the Cameron men, Scots wha hae.

BEN DAVIES. Songs of Araby, My Pretty Jane, When other Lips, Tom Bowling.

EDWARD LLOYD. Holy City, Death of Nelson, Yea, let me like a soldier fall, When all the world is fair.

JOHN HARRISON. 'Tis the Day, Come into the Garden Maud, Sailor's Grave.

FRANCISCO. La Paloma, Prologue from Pagliacci, Toreador song, La Marseillaise, Lost chord, Largo al Factotum.

BAND SELECTIONS, by Coldstream and Grenadier Guards, Besses of th' Barn, La Garde Republicaine, Bohemian Orchestra, etc.

Faust, Chinese Honeymoon, Toreador, Gondoliers, Cingales, Belle of New York, Orchid, etc.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PING SUEY"	21st June.
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	7th July.

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th June, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOHOW"	19th June.
MANILA	"TEAN"	19th "
CEBU and ILOILO	"KAIFONG"	21st "
WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	27th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 18th June, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 23rd June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 30th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "ANGLO SAXON" 10th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 31st May, 1906.

Dentistry.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VŒUX ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
ALESIA	YOKOHAMA AND KOBE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

HOMEWARD.

STEAMERS	DESTINATIONS	TO SAIL
ANDALUSIA	HAVRE AND HAMBURG.	20th June.
ACILIA	HAVRE AND HAMBURG.	24th June.
* RHENANIA	NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG.	4th July.
Capt. von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
SCHWARZBURG	HAVRE AND HAMBURG.	20th July.
(Calling at S'PORE, PENANG & COLOMBO).		
ALESIA	HAVRE AND HAMBURG.	6th Aug.
Capt. Luning	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE AND HAMBURG.	20th Aug.
Capt. Müller	(Calling at S'PORE, PENANG & COLOMBO).	

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor and Stewardess.
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAUSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
DAPHNE	SHANGHAI, NAGASAKI AND WLAID- VOSTOK	20th June, Freight and Passengers.
LYEEMOON	SHANGHAI	29th June, Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	5th July, Freight and Passengers.
JTHAKA	SHANGHAI AND CHINKIANG	To follow.
KOWLOON	SHANGHAI AND CHINKIANG	To follow.

* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 19th June, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

FOR	STEAMSHIP	ON
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	THURSDAY, 21st June, 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 22nd June, 4 P.M.
TIENTSIN	"CHIPSING"	SATURDAY, 23rd June, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 15th June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Metzenhien	
"ARAGONIA"	5,198	Ernst	
"NICOMEDIA"	4,370	G. Meisner	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. Britannia.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 20th instant, at
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 13th June, 1906.

Consignees.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. Dordogne and Matapan, and from
Havre ex s.s. Dordogne, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before 8 P.M., TODAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed
before MONDAY, the 18th instant, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 18th instant, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th June, 1906.

Shipping—Steamers.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLOMOND,"

Captain Henderson, will be despatched as
above, on or about 19th instant.For Freight of Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th June, 1906. [630]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"APPALACHEE"

will be despatched for the above Ports, about
the 20th instant.For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th June, 1906. [610]

FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"DAPHNE,"

Captain Schipper, will be despatched for the
above Ports, on SATURDAY, the 23rd instant,
at Noon.The Steamer has splendid accommodation
for Passengers.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th June, 1906. [649]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA,"

Captain Wilkes, will be despatched as above, on
or about the 30th June next.If sufficient inducement is offered.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st May, 1906. [616]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 30th instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th June, 1906. [625]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"

FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TODAY, 13th instant.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 19th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 23rd
instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th instant, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,

Agents.

Hongkong, 13th June, 1906. [642]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th instant will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
23rd instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th instant at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,

Agents.

Hongkong, 12th June, 1906. [639]

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain W. Gray Williams, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignee's risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 20th instant at 2.30 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 14th June, 1906. [645]

PORTLAND AND ASIATIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"

FROM PORTLAND (OR), YOKOHAMA,

KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature, and take immediate delivery from along-
side.Cargo remaining on board or impeding dis-
charge after 6 P.M., THURSDAY, June 14th,
will be landed and stored at Consignee's risk
and expense.Torn, chafed and otherwise damaged
Cargo will be examined at this Company's
Godown at 11 A.M., June 14th.No Fire Insurance will be effected.
S. SILVERSTONE,
Acting General Agent.

Hongkong, 12th June, 1906. [616]

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, Ice House Road, in the City of Victoria, Hongkong.